/229 cont./ These wagons are not
398 made in the Archipelago, but some Tongans, even on the small islands, know how to repair them and how to make individual wagon parts (for example, wheels) from remnants of broken carts with the use of Tongan and European raw materials.

493 In recent years the becycle has become somewhat widespread on
494 the islands of the Archipelago. Some natives (especially younger ones) already own bicycles that they bought in the chief towns. However, except on the main islands, where the bicycle is very serviceable on account of the greater distances and the paved streets, it does not seem to be an entirely adequate method of transportation. Though some Tongans already use the bicycle on the small islands (some of them to go to their plantations), there is very often no actual need for it, since many roads and paths are very poorly passable by bicycle; here it is more a symbol of economic prosperity and a toy.

484 On the larger islands of Tongatapu and Vava'u there is scarcely
(481) a native who takes the trouble to travel on foot the sometimes long distances from the villages to the chief towns of Nuku'alofa and
484 Neiafu. Some ride their bicycles, but the majority of Tonga men and
494 women let themselves be transported by trucks belonging to the govern-
493 ment, the Copra Board, white traders and Tongan drivers. In 1951 there were 151 trucks in the Archipelago, (599)

599. See Colonial Office, Report on the Tonga for the Years 1950 and 1951. /cited in English/ p. 23.

most of which operated on Tongatapu (mostly with Tongan drivers); some of them operated on Vava'u and three on /230/ Lifuka. On the main island there are also a couple of superannuated buses still in existance. The taxis, of which there are a few on Tongatapu (Nuku'alofa) (with Tongan drivers), are used not only by whites, but frequently also by natives themselves for trips and for transport

only basic agricultural tools, such as a bush knife, hoe, planting stick, and spade (Plate 10).[A] Beyond these, little else is used for cultivation. Of all landholding Tongans surveyed, only 16 percent used a plow or tractor and, in each case, the implement was either rented or borrowed.

The maintenance of agricultural machinery, in terms of efficiency and materials (i.e., fuel, parts, and lubricants), severely limits the possibility of increased use within Tonga. Interviews within the Tongan Department of Agriculture indicated that this problem reaches every level of agricultural operation, from trucks to garden tilling machinery. For example, a large truck was cited as having not been used for over 18 months, because of a broken transmission gear. The required part, ordered from Japan, had not yet arrived and no one knew if it ever would. In the interim, no attempt to make the part, in one of the local blacksmith shops, had been made. It was confidentially learned that, should the part arrive, the truck would remain largely inoperative because of another damaged gear which was not totally broken and, therefore, not replaced. Other examples of this situation were noted, emphasizing the serious lack of basic mechanical service.

When workable machinery is available for rent, the cost is often prohibitive to the average farmer. Informants also complained that rental machinery is allocated on the basis of social standing and status, rather than need. Thus, the majority of planting, cultivation, and harvesting on Tonga remains the work of hands, and is expected to remain so.

[A Due to poor quality of original reproduction, plate has not been marked for a Category—Analyst.]